How to Balance Sustainable Growth and Citizen Satisfaction with Road Impact Fees

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Project Purpose

In this report, an examination of local government development related fees and the impact those fees have on Community and Economic Development will be discussed. There is a long-standing argument that development fees slow growth. It is important to understand that development fees are one-time charges against a development to pay for costs of growth. These fees are most often charged for Roads, Parkland, or Water/Sewer infrastructure. Traditionally, these costs have been financed by property taxes. However, those revenues have proven mostly inadequate to fund the infrastructure required by new residential and commercial development.

The City of Franklin is one of the most desirable communities to live, work, and play in for its residents, and the leadership of the city is continually measuring the level of services it provides to the citizens. To balance growth and sustain this quality of life for the residents, the city conducts a Community Survey every 3 years to understand if it meets or exceeds the national average for services provided. Also, the City's Board of Mayor and Alderman are tasked with making difficult decisions related to finding ways to fund infrastructure improvements that can support the growing community. Across the country, cities are experiencing "growing pains" in dealing with traffic concerns. Middle Tennessee has experienced massive growth over the past 10 years, and the City of Franklin's population is increasing along with many other communities in the region. These factors put a strain on the road network, and local governments must find creative ways to meet these budgetary constraints. In this report, the City of Franklin's efforts to meet the citizens' traffic concerns while supporting growth will be detailed as it relates to the implementation of increased Road Impact Fees for new residential and commercial development projects.

Historically, the city has used impact fees as one source of funding for road improvements. State and federal funding play a significant part in these improvements as well. Most recently, the State of Tennessee has updated its funding model for state and local roads and are putting more emphasis on local jurisdictions to participate in a larger capacity on major road improvement projects. Taking this into account, along with the clear results from the citizen survey showing the residents' desire for improved transportation system, finding an impact fee that can effectively address these real issues may be more challenging now than ever.

Franklin Community Survey 2025

Since 2016, the City of Franklin has contracted with Polco and the National Research Center to conduct a Franklin Community Survey. Polco created the National Community Survey (NCS), which is designed to measure a community's "livability". This survey is conducted across the country, and communities are compared against each other. Through the NCS, Franklin is evaluated on the ten (10) central facets of a community. Those surveyed measure the city in the following:

- Economy
- Mobility
- Community Design
- Utilities
- Safety
- Natural Environment
- Parks & Recreation

- Health & Wellness
- Education, Arts, and Culture
- Inclusivity & Engagement

Some of the key takeaways from the 2025 survey are the citizens' praise of Franklin's leadership related items far surpassing the national average. Citizens rate Franklin's economy as very high, which outpaces comparative communities across the country. While many aspects of Franklin remain highly rated, affordability and traffic continue to be a concern among residents. This issue has remained consistent in this survey since 2016. (City of Franklin, 2025 "NCS Complete Data Report 2025")

Most survey respondents view the quality of life in Franklin as excellent or good at a 90% rating, while less than half (49%) of respondents rated the overall quality of the transportation system in Franklin as excellent or good. This was a 20% decrease in citizen satisfaction since 2022. The rankings for mobility are like the national benchmark cities, except for bicycle travel and use of public transportation vs. driving. With the limited amount of public transportation in the region, and in the City of Franklin, this puts the emphasis on how to improve the road network at the forefront of this conversation. (City of Franklin, 2025 "NCS Complete Data Report 2025")

The focus of this report is understanding the magnitude of the issue surrounding traffic and the needs of the residents. In this year's survey, mobility ranked the lowest at 49% satisfaction, while also ranking the importance of mobility at 83% overall. This leads to discussion of how well a city is managing growth. Currently the residents have 74% satisfaction with how the City of Frankin is managing growth. However, 52% of the people surveyed oppose higher taxes or fees if local and state transportation projects could be completed in less time.

Here are some notable rankings compared to the other communities in this survey (600 cities in survey):

- Ease of walking in Franklin – ranked 200
- Ease of travel by public transportation in Franklin – ranked 215
- Cost of living – ranked 221
- Ease of travel by car in Franklin – ranked 247
- Traffic flow on major streets – ranked 253

City leaders and the elected officials use all this important information in developing strategies on how to manage growth, assess tax rates, and create and adopt strong development regulations. Managing growth and supporting the quality of life for the citizens is the genesis of development related fees. It is very clear that mobility and traffic, along with affordable housing, are the main areas of dissatisfaction among the residents who completed the survey. It is also apparent that this same population does not feel that increasing local taxes or fees on the citizens is the appropriate way to fund these improvements. This is a common theme across the country. A detailed look at how the City of Franklin is trying to balance preservation and progress is the goal of this report. (City of Franklin, 2025 "NCS Complete Data Report 2025")

Road Impact Fees and the Impact on Community and Economic Development

To keep pace with inflationary costs, cities routinely evaluate impact fee schedules and adjust to maintain a high level of service to its citizens. As stated above, development related fees are a one-time charge that is paid by developers to help offset infrastructure costs for a city. In January of 2024, the city of Franklin contracted with Benesch and Co. to evaluate if the city was keeping up with current costs for roadway improvements. Their findings showed a deficiency in the current Road Impact Fee Schedule and a preliminary recommendation of fees was presented to the Road Impact Fee Administrator for review.

It is important to evaluate the level of Community and Economic Development Activity in the City of Franklin before a full evaluation of the proposed fee increases can be taken into context. Below is a breakdown in Development Activity and fee collections over the past 5 years:

- Total Construction Value (Residential and Non-Residential) - $3.8 Billion
- New Single-Family Dwellings – 1,693
- New Townhome and/or Duplex Units – 992
- New Apartment and/or Condo Units – 2,612
- Total permits issued – 37,171 (includes all building and trade permits)
- Total Road Impact Fees Collected - $48.5 Million
- All Development Fees Collected - $130 Million (includes road impact fees, water/sewer impact fees, facilities taxes, and other related permit fees)

Community and Economic Development is very strong in the City of Franklin. Based on the most recent census, the population has grown to over 90,000 residents, and there are many examples of national and global companies moving their operations to the area. Some of these include Nissan North America, Mitsubishi North America, Schneider Electric, In-N-Out Eastern US, and Hardees / Carl's Jr. These are just a few of the large corporations who have invested in the City of Franklin over the past 15 years, and the list continues to grow. Franklin continues to be a destination for many healthcare executives, music industry artists, and professional athletes and their families. Large scale, national home builders have made Franklin a destination for operations as well in this time.

Being a pro-growth community, and maintaining high development standards, is not an easy endeavor. But, the City of Franklin has never wavered on its commitment to providing the "quality of place" for its business partners, residents, and many tourists who visit Frankin to see its many historic sites. This makes Franklin a unique city in the U.S. This uniqueness, however, does not make it any easier for city leadership and elected officials to create a long-term strategy to address the growing needs of the citizens, the strain on the road network, the management of smart growth, and continuing to provide high level of service across the board to all the stakeholders in this process.

Now that Franklin has established its place as the destination city for so many corporations and families, how is a Road Impact Fee structure created that can allow the city to stay efficient in its service delivery and not impact or slow Economic Development? That question was evaluated from January of 2024 to July 1st of 2025 when the most recent Road Impact Fee Schedule was made effective by Ordinance 2023-41 (attached).

In a proactive attempt to bring all stakeholders to the table, the city started an open discussion with the development community to present the findings of the consultant for proposed Road Impact Fee increases. Any time there is a change of this magnitude, a public dialogue is set up to have the best information for city staff, elected officials, and the affected stakeholders have a "seat at the table". This process is critical to the successful implementation of any new fee structure that could directly or indirectly be a hardship for the community at large.

The phrase people often hear is “developers should pay their fair share”. What does that mean? This is what these open meetings tried establishing. As shown earlier in this report, developers do pay a high premium to conduct their operations in a city, and in turn over time, are responsible for building out a community. When a community is built, the quality of place is established, the tax base is in place for sustaining local services, and businesses of all sizes can thrive in one place. This is the primary stance of the development community and it’s a good one. If a city implements upfront fees that are too high, then businesses could want to go elsewhere. As discussed, Franklin is a destination for so many, and the sustained growth of the city and the surrounding region does not appear to be in jeopardy any time soon. These factors are not debatable currently.

In the Community Survey results, Mobility and Traffic are the 2 lowest scoring areas of citizen satisfaction currently. So, the city must do its part to find a solution to this real issue. The cost of construction or expansion of new or existing road networks are very high, and the development community will never be able to pay the full amount to improve these networks. The City of Franklin has adopted development standards that make it a requirement for developers to install certain aspects of roadway expansion projects and allow for Road Impact Fee offset agreement as they can install these parts of infrastructure at a lower cost than a city can do so. This is a very beneficial aspect of development standards that most of the public do not know, but it does work well as a development is built out over time. Eventually, these road systems that are built are turned over to the city and become public owned rights-of-way.

Knowing that developers are fully invested in being a partner to a city and its attempt to build a road network to support its citizens, and maximize the best use of their investment, the city started laying out some options for how to best implement a set of updated Road Impact Fees.

The most important factor for any developer is having predictability in costs. These designs and concepts are thought of well before the first building permit is issued and years before they can ever collect on any lease or sale of a property. Certainty of costs for a developer became the biggest point of discussion in all the meetings, leading to a final approach. There were many iterations of how to “phase” the fees over time, if or when a project might be “grandfathered”, and what does vesting mean in the implementation of the new Road Impact Fees.

The Commercial Real Estate Development Organization (NAIOP), and its members, were intently engaged in the meetings and provided valuable feedback to city staff and elected officials. The position of NAIOP is that the members are invaluable resources to local leaders in establishing fair and equitable impact fees. Local governments should seek input from all interested and affected parties in determining fiscally sound and responsible solutions to the challenges within their communities and avoid a fee structure that discourages and hinders commercial development. The members talking points during these meetings included:

- Prior to establishing impact fees, it is important to seek input for all stakeholders
- Impact fees must be fair and just, and should not be unnecessarily burdened or favor a particular sector
- High impact fees may detrimentally affect economic growth and cause the city to become less competitive with neighboring communities
- Impact fees are unreliable sources of funding because they do not take into consideration economic downturns or cycles

The input from the NAIOP membership allowed city leadership to better understand the real impact that the fee increase could have on existing projects, and the potential negative impacts it could have on future funding capacity in the open market. After taking all aspects of the meetings and potential impacts to existing, vested, and approved developments, the city eventually settled on a blended approach to how to implement the new fees. Here are a few key takeaways from the adopted fee schedule shown at the end of this report. (City of Franklin, 2025 “Ordinance 2023-41 Amendment 4 Title 16 Road Impact Fees”)

- All projects that have received a development plan or site plan approval prior to July 1, 2025, will not pay the new Road Impact Fee. There will be a 5% escalator fee added to other existing Road Impact Fee year over year to help keep up with inflationary costs of construction. . (City of Franklin, 2025 “Ordinance 2023-41 Amendment 4 Title 16 Road Impact Fees”)
- Any approved development plan and site plan approved after July 1, 2025, will be subject to the new Road Impact Fee Schedule with a phasing in of fees over a 5-year period. Phasing is as follows: 15% year 1, 15% year 2, 15% year 3, 15% year 4, 30% year 5. After the 5-year period, the full, increased Road Impact Fee will be paid for any new development. . (City of Franklin, 2025 “Ordinance 2023-41 Amendment 4 Title 16 Road Impact Fees”)

This blended approach allows for certainty for the development community, clear administration by city staff, and helps the Board of Mayor and Aldermen create a long-term strategy to help meet growing budgetary constraints. At the end of the process, all parties were willing to agree that the open dialogue was critical to developing a plan that works for all concerned.

How Community and Economic Development Work Together

The case can be made that there can't be Community Development without Economic Development and vice versa. Local governments and the development community work hand in hand to build out a community. The creation of quality of place and quality of life are both met when a city has very clear requirements, high development standards, and a focus on maintaining high service levels in all areas. A thriving city is realized when all parties have an understanding that everyone has a seat at the table when creating these local fees, regulations, and standards. The local government is a partner to support its citizens and business community. One key aspect of any vibrant community is Business Retention and Expansion. By maintaining the high service levels to its community and focusing on smart, quality growth across the city, it allows for existing businesses to invest more resources to grow over time. When citizens have 95% or higher satisfaction overall in where they live and the services they are provided, they are not willing to leave the community they call home. This is a key factor in Franklin's long-term sustainability as a thriving city for businesses and citizens.

Conclusion

The case study of the City of Franklin and its approach to Development related fees is one that can be a model for the future. The question of when fees have a real effect on growth may not be clear even after this report. What is clear is how the partnership between the business community and a local government can work to be beneficial for all parties. Any effective strategy must have predictability, clear direction, and thoughtful planning. The approach that was taken during this process had all these factors covered. It may be unique for such coordinated efforts and constant dialogue between a governmental body and the development community, but at the end of the day, everyone got what they needed out of the process. The city has implemented an increased fee schedule to address the rising costs of Road infrastructure, and the development community has long term guidance on costs of doing business in the City of Franklin. With both parties working together regularly evaluating if the updated fees are making the needed impacts for the city budget and delivery of road projects, time will tell if this effort pays dividends for the city and its business partners.

Exhibit A

Implementation of Road Impact Fees For Projects Entitled On or After July 1, 2025

		Fees Effective July 1, 2025			Fees Effective July 1, 2026			Fees Effective July 1, 2027			Fees Effective July 1, 2028			Fees Effective July 1, 2029			Fees Effective July 1, 2030		
Land Use Type	Unit	Arterial	Collector	Total	Arterial	Collector	Total	Arterial	Collector	Total	Arterial	Collector	Total	Arterial	Collector	Total	Arterial	Collector	Total
Single-Family Detached	Dwelling	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Single-Family Det <1,500 sf	Dwelling	$7,424	$1,526	$8,951	$8,295	$1,705	$10,000	$9,165	$1,884	$11,049	$10,035	$2,063	$12,099	$11,776	$2,421	$14,198	$12,543	$2,704	$15,247
Single-Family Det 1,500-2,999 sf	Dwelling	$7,612	$1,561	$9,173	$8,759	$1,797	$10,556	$9,907	$2,032	$11,939	$11,055	$2,268	$13,323	$13,350	$2,739	$16,089	$14,374	$3,098	$17,472
Single-Family Det >3,000 sf	Dwelling	$7,778	$1,599	$9,377	$9,180	$1,887	$11,067	$10,581	$2,175	$12,756	$11,982	$2,463	$14,446	$14,785	$3,040	$17,825	$16,054	$3,460	$19,514
Single-Family Att <1,500 sf	Dwelling	$7,198	$1,475	$8,673	$7,724	$1,583	$9,307	$8,250	$1,691	$9,941	$8,775	$1,799	$10,574	$9,827	$2,014	$11,841	$10,263	$2,212	$12,475
Single-Family Att 1,500-2,999 sf	Dwelling	$7,350	$1,506	$8,856	$8,102	$1,660	$9,763	$8,855	$1,815	$10,670	$9,608	$1,969	$11,577	$11,113	$2,278	$13,391	$11,763	$2,535	$14,298
Single-Family Att >3,000 sf	Dwelling	$7,483	$1,537	$9,020	$8,440	$1,733	$10,173	$9,397	$1,930	$11,327	$10,354	$2,126	$12,480	$12,267	$2,519	$14,787	$13,113	$2,827	$15,940
Multi-Family	Dwelling	$4,927	$1,012	$5,939	$5,805	$1,192	$6,998	$6,684	$1,373	$8,057	$7,562	$1,553	$9,115	$9,319	$1,914	$11,233	$10,111	$2,181	$12,292
Mobil Home Park	Site	$4,012	$823	$4,835	$5,139	$1,054	$6,194	$6,266	$1,285	$7,552	$7,393	$1,516	$8,910	$9,647	$1,979	$11,626	$10,683	$2,301	$12,984
Congregate Care Facility	Dwelling	$1,732	$357	$2,089	$2,047	$421	$2,469	$2,362	$486	$2,848	$2,676	$551	$3,228	$3,306	$681	$3,987	$3,590	$776	$4,366
Hotel/Motel	Room	$3,883	$798	$4,681	$4,336	$892	$5,228	$4,790	$985	$5,775	$5,243	$1,078	$6,321	$6,150	$1,265	$7,414	$6,547	$1,414	$7,961
Retail/Commercial																			
Shopping Center/Gen. Retail	1,000 ft^2	$10,065	$ 2,076	$12,141	$11,636	$ 2,400	$14,036	$13,207	$ 2,724	$15,931	$14,778	$3,048	$17,826	$17,920	$3,697	$21,616	$19,325	$4,186	$23,511
Restaurant, Quality	1,000 ft^2	$20,099	$ 4,151	$24,250	$25,065	$ 5,176	$30,242	$30,032	$ 6,202	$36,234	$34,998	$7,228	$42,226	$44,931	$9,279	$54,210	$49,474	$10,728	$60,202
Restaurant, Fast Food	1,000 ft^2	$27,585	$ 5,696	$33,281	$32,530	$ 6,717	$39,247	$37,475	$ 7,738	$45,213	$42,420	$8,759	$51,179	$52,310	$10,801	$63,111	$56,769	$12,308	$69,077
Office/Institutional																			
Office, General	1,000 ft^2	$7,141	$ 1,479	$8,620	$8,158	$ 1,690	$9,848	$9,175	$ 1,900	$11,075	$10,192	$2,111	$12,303	$12,226	$2,532	$14,758	$13,130	$2,855	$15,985
Hospital	1,000 ft^2	$8,059	$ 1,653	$9,712	$8,930	$ 1,831	$10,762	$9,802	$ 2,010	$11,812	$10,673	$2,189	$12,861	$12,415	$2,546	$14,961	$13,174	$2,837	$16,011
Nursing Home	1,000 ft^2	$4,703	$ 963	$5,666	$5,307	$ 1,086	$6,393	$5,910	$ 1,210	$7,120	$6,514	$1,333	$7,847	$7,721	$1,580	$9,301	$8,254	$1,774	$10,028
Church	1,000 ft^2	$4,723	$ 964	$5,687	$4,986	$ 1,018	$6,004	$5,249	$ 1,072	$6,321	$5,512	$1,126	$6,638	$6,038	$1,233	$7,271	$6,248	$1,340	$7,588
Elementary/Sec. School	1,000 ft^2	$2,541	$ 522	$3,063	$2,996	$ 615	$3,611	$3,451	$ 709	$4,160	$3,906	$802	$4,708	$4,816	$989	$5,805	$5,227	$1,127	$6,354
Industrial																			
Manufacturing	1,000 ft^2	$3,282	$ 680	$3,962	$3,957	$ 819	$4,777	$4,632	$ 959	$5,591	$5,307	$1,099	$6,406	$6,656	$1,378	$8,035	$7,269	$1,580	$8,849
Industrial Park	1,000 ft^2	$5,085	$ 1,050	$6,136	$5,105	$ 1,054	$6,159	$5,124	$ 1,058	$6,182	$5,143	$1,062	$6,205	$5,182	$1,070	$6,252	$5,157	$1,118	$6,275
Business Park	1,000 ft^2	$10,226	$ 2,117	$12,342	$11,730	$ 2,428	$14,158	$13,234	$ 2,740	$15,974	$14,738	$3,051	$17,789	$17,747	$3,674	$21,420	$19,087	$4,149	$23,236
Warehouse	1,000 ft^2	$2,641	$ 544	$3,185	$2,639	$ 544	$3,183	$2,636	$ 543	$3,180	$2,634	$543	$3,177	$2,630	$542	$3,172	$2,605	$564	$3,169
Mini-Warehouse	1,000 ft^2	$1,331	$ 276	$1,607	$1,481	$ 307	$1,788	$1,630	$ 338	$1,968	$1,779	$369	$2,148	$2,078	$431	$2,509	$2,209	$480	$2,689

Starting July 1, 2031, the City Engineer, in consultation with the City Administrator and such other City staff as the City Administrator may designate, shall adjust the road impact fee annually. A 5% inflation factor shall be applied to future impact fees. 5% inflation was based on the the National Highway Construction Cost Index (NHCCI) as published by the U.S. Department of Transportation Federal Highway Administration.

Exhibit B

Implementation of Road Impact Fees For Projects Entitled Prior to July 1, 2025																
		Current Fees			Fees Effective July 1, 2025			Fees Effective July 1, 2026			Fees Effective July 1, 2027			Fees Effective July 1, 2028		
	Unit	Arterial	Collector	Total	Arterial	Collector	Total	Arterial	Collector	Total	Arterial	Collector	Total	Arterial	Collector	Total
Single-Family Detached	Dwelling	$ 4,911	$ 3,340	$ 8,251	$7,186	$1,477	$8,664	$7,546	$1,551	$9,097	$7,923	$1,629	$9,552	$8,319	$1,710	$10,029
Single-Family Det <1,500 sf	Dwelling	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Single-Family Det 1,500-2,999 sf	Dwelling	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Single-Family Det >3,000 sf	Dwelling	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Single-Family Att <1,500 sf	Dwelling	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Single-Family Att 1,500-2,999 sf	Dwelling	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Single-Family Att >3,000 sf	Dwelling	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Multi-Family	Dwelling	$ 3,112	$ 2,121	$ 5,233	$4,558	$ 936	$ 5,495	$ 4,786	$ 983	$ 5,769	$5,026	$ 1,032	$ 6,058	$5,277	$ 1,084	$ 6,361
Mobil Home Park	Site	$ 2,338	$ 1,592	$ 3,930	$3,424	$ 702	$ 4,127	$ 3,595	$ 737	$ 4,333	$3,775	$ 774	$ 4,549	$3,964	$ 813	$ 4,777
Congregate Care Facility	Dwelling	$ 1,093	$ 743	$ 1,836	$1,599	$ 329	$ 1,928	$ 1,679	$ 346	$ 2,024	$1,763	$ 363	$ 2,125	$1,851	$ 381	$ 2,232
Hotel/Motel	Room	$ 2,567	$ 1,750	$ 4,317	$3,760	$ 773	$ 4,533	$ 3,948	$ 812	$ 4,759	$4,145	$ 852	$ 4,997	$4,352	$ 895	$ 5,247
Retail/Commercial																
Shopping Center/Gen. Retail	1,000 ft^2	$ 6,484	$ 4,394	$ 10,878	$9,469	$ 1,953	$ 11,422	$ 9,942	$ 2,051	$ 11,993	$10,439	$ 2,153	$ 12,593	$10,961	$ 2,261	$ 13,222
Restaurant, Quality	1,000 ft^2	$ 12,069	$ 8,186	$ 20,255	$17,627	$ 3,640	$ 21,268	$ 18,509	$ 3,822	$ 22,331	$19,434	$ 4,013	$ 23,448	$20,406	$ 4,214	$ 24,620
Restaurant, Fast Food	1,000 ft^2	$ 17,442	$ 11,862	$ 29,304	$25,503	$ 5,266	$ 30,769	$ 26,778	$ 5,529	$ 32,308	$28,117	$ 5,806	$ 33,923	$29,523	$ 6,096	$ 35,619
Office/Institutional																
Office, General	1,000 ft^2	$ 4,632	$ 3,170	$ 7,802	$6,787	$ 1,406	$ 8,192	$ 7,126	$ 1,476	$ 8,602	$7,482	$ 1,550	$ 9,032	$7,856	$ 1,627	$ 9,483
Hospital	1,000 ft^2	$ 5,359	$ 3,653	$ 9,012	$7,852	$ 1,610	$ 9,463	$ 8,245	$ 1,691	$ 9,936	$8,657	$ 1,775	$ 10,433	$9,090	$ 1,864	$ 10,954
Nursing Home	1,000 ft^2	$ 3,082	$ 2,099	$ 5,181	$4,516	$ 924	$ 5,440	$ 4,742	$ 971	$ 5,712	$4,979	$ 1,019	$ 5,998	$5,228	$ 1,070	$ 6,298
Church	1,000 ft^2	$ 3,258	$ 2,218	$ 5,476	$4,775	$ 975	$ 5,750	$ 5,013	$ 1,024	$ 6,037	$5,264	$ 1,075	$ 6,339	$5,527	$1,129	$ 6,656
Elementary/Sec. School	1,000 ft^2	$ 1,606	$ 1,091	$ 2,697	$2,349	$ 483	$ 2,832	$ 2,467	$ 507	$ 2,973	$2,590	$ 532	$ 3,122	$2,720	$ 559	$ 3,278
Industrial																
Manufacturing	1,000 ft^2	$ 2,030	$ 1,389	$ 3,419	$2,974	$ 616	$ 3,590	$ 3,123	$ 647	$ 3,769	$3,279	$ 679	$ 3,958	$3,443	$ 713	$ 4,156
Industrial Park	1,000 ft^2	$ 3,636	$ 2,484	$ 6,120	$5,157	$1,118	$ 6,275	$5,157	$1,118	$ 6,275	$5,157	$1,118	$ 6,275	$5,157	$1,118	$ 6,275
Business Park	1,000 ft^2	$ 6,613	$ 4,519	$ 11,132	$9,684	$ 2,005	$ 11,689	$ 10,168	$ 2,105	$ 12,273	$10,677	$ 2,210	$ 12,887	$11,210	$ 2,321	$ 13,531
Warehouse	1,000 ft^2	$ 1,893	$ 1,294	$ 3,187	$2,605	$564	$ 3,169	$2,605	$564	$ 3,169	$2,605	$564	$ 3,169	$2,605	$564	$ 3,169
Mini-Warehouse	1,000 ft^2	$ 885	$ 602	$ 1,487	$1,293	$ 268	$ 1,561	$ 1,358	$ 281	$ 1,639	$1,426	$ 295	$ 1,721	$1,497	$ 310	$ 1,807

Implementation of Road Impact Fees For Projects Entitled Prior to July 1, 2025																			
		Fees Effective July 1, 2029			Fees Effective July 1, 2030			Fees Effective July 1, 2031			Fees Effective July 1, 2032			Fees Effective July 1, 2033			Fees Effective July 1, 2034		
		Arterial	Collector	Total	Arterial	Collector	Total	Arterial	Collector	Total	Arterial	Collector	Total	Arterial	Collector	Total	Arterial	Collector	Total
Single-Family Detached	Dwelling	$8,735	$1,795	$10,531	$9,172	$1,885	$11,057	$9,630	$1,979	$11,610	$10,112	$2,078	$12,190	$10,618	$2,182	$12,800	$11,148	$2,292	$13,440
Single-Family Det <1,500 sf	Dwelling	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Single-Family Det 1,500-2,999 sf	Dwelling	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Single-Family Det >3,000 sf	Dwelling	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Single-Family Att <1,500 sf	Dwelling	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Single-Family Att 1,500-2,999 sf	Dwelling	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Single-Family Att >3,000 sf	Dwelling	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Multi-Family	Dwelling	$5,541	$1,138	$6,679	$5,818	$1,195	$7,013	$6,109	$1,255	$7,363	$6,414	$1,317	$7,732	$6,735	$1,383	$8,118	$7,072	$1,452	$8,524
Mobile Home Park	Site	$4,162	$854	$5,016	$4,370	$896	$5,267	$4,589	$941	$5,530	$4,818	$988	$5,806	$5,059	$1,038	$6,097	$5,312	$1,090	$6,402
Congregate Care Facility	Dwelling	$1,943	$400	$2,343	$2,040	$420	$2,460	$2,142	$441	$2,583	$2,249	$463	$2,713	$2,362	$486	$2,848	$2,480	$511	$2,991
Hotel/Motel	Room	$4,570	$940	$5,510	$4,798	$987	$5,785	$5,038	$1,036	$6,074	$5,290	$1,088	$6,378	$5,555	$1,142	$6,697	$5,833	$1,199	$7,032
Retail/Commercial																			
Shopping Center/Gen. Retail	1,000 ft^2	$11,509	$2,374	$13,883	$12,085	$2,493	$14,578	$12,689	$2,618	$15,306	$13,323	$2,748	$16,072	$ 13,990	$ 2,886	$ 16,875	$14,689	$3,030	$17,719
Restaurant, Quality	1,000 ft^2	$21,426	$4,425	$25,851	$22,498	$4,646	$27,144	$23,623	$4,878	$28,501	$24,804	$5,122	$29,926	$ 26,044	$ 5,378	$ 31,422	$27,346	$5,647	$32,993
Restaurant, Fast Food	1,000 ft^2	$30,999	$6,401	$37,400	$32,549	$6,721	$39,270	$34,177	$7,057	$41,234	$35,886	$7,410	$43,295	$ 37,680	$ 7,780	$ 45,460	$39,564	$8,169	$47,733
Office/Institutional																			
Office, General	1,000 ft^2	$8,249	$1,708	$9,958	$8,662	$1,794	$10,455	$9,095	$1,884	$10,978	$9,549	$1,978	$11,527	$ 10,027	$ 2,077	$ 12,103	$10,528	$2,180	$12,709
Hospital	1,000 ft^2	$9,544	$1,957	$11,502	$10,022	$2,055	$12,077	$10,523	$2,158	$12,681	$11,049	$2,266	$13,315	$ 11,601	$ 2,379	$ 13,981	$12,181	$2,498	$14,680
Nursing Home	1,000 ft^2	$5,489	$1,124	$6,612	$5,763	$1,180	$6,943	$6,052	$1,239	$7,290	$6,354	$1,301	$7,655	$ 6,672	$ 1,366	$ 8,037	$7,005	$1,434	$8,439
Church	1,000 ft^2	$5,804	$1,185	$6,989	$6,094	$1,245	$7,338	$6,248	$1,340	$7,588	$6,248	$1,340	$7,588	$ 6,301	$ 1,287	$ 7,588	$6,301	$1,287	$7,588
Elementary/Sec. School	1,000 ft^2	$2,856	$587	$3,442	$2,998	$616	$3,614	$3,148	$647	$3,795	$3,306	$679	$3,985	$ 3,471	$ 713	$ 4,184	$3,645	$749	$4,393
Industrial																			
Manufacturing	1,000 ft^2	$3,615	$748	$4,364	$3,796	$786	$4,582	$3,986	$825	$4,811	$4,185	$866	$5,051	$ 4,394	$ 910	$ 5,304	$4,614	$955	$5,569
Industrial Park	1,000 ft^2	$5,157	$1,118	$ 6,275	$5,157	$1,118	$ 6,275	$5,157	$1,118	$ 6,275	$5,157	$1,118	$ 6,275	$5,157	$1,118	$ 6,275	$5,157	$1,118	$6,275
Business Park	1,000 ft^2	$11,771	$2,437	$14,208	$12,359	$2,559	$14,918	$12,977	$2,686	$15,664	$13,626	$2,821	$16,447	$ 14,308	$ 2,962	$ 17,269	$15,023	$3,110	$18,133
Warehouse	1,000 ft^2	$2,605	$564	$ 3,169	$2,605	$564	$ 3,169	$2,605	$564	$ 3,169	$2,605	$564	$ 3,169	$2,605	$564	$ 3,169	$2,605	$564	$3,169
Mini-Warehouse	1,000 ft^2	$1,572	$326	$1,898	$1,651	$342	$1,993	$1,733	$359	$2,092	$1,820	$377	$2,197	$ 1,911	$ 396	$ 2,307	$2,006	$416	$2,422

Report Prepared by Alex Brown

September 2025